

California's Road To Reducing Vehicle Emissions

July 22, 2002 - *The Road Begins With Landmark Legislation, From Which The Air Resources Board (ARB) Developed Regulations.*

Assemblymember Fran Pavley authored AB 1493, first-in-the-world legislation to require automakers to limit heat-trapping carbon dioxide emissions (CO₂); it was signed by Governor Gray Davis. California has been working for over six years to exercise its right to implement this legislation to reduce global warming pollution from all new cars and trucks sold in the state. (Natural Resources Defense Council, "California Gov. Gray Davis Signs Landmark CO₂ Pollution Measure; New Law Uses Power Of American Know-How To Tackle Global Warming," [Press Release](#), 7/22/02)

December 21, 2005 - *The Schwarzenegger Administration Began The Process Of Requesting A Waiver From The U.S. Environmental Protection Agency (U.S. EPA) To Implement Its Vehicle Tailpipe Emissions Standards.*

➤ **Thirteen Other States Have Since Adopted California's Standards Including:** Arizona, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Sends Letter to President Obama Urging Reconsideration of California's Waiver Request for Cleaner Cars," [Press Release](#), 1/21/09)

- **December 21, 2005**

The California Air Resources Board (CARB) requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles. (Catherine Witherspoon, Air Resources Board Executive Officer, Letter To U.S. EPA Administrator Stephen L. Johnson, [12/21/05](#))

- **April 10, 2006**

Governor Schwarzenegger wrote to President Bush to reiterate the urgency of approving California's request, note that California's proposed regulations had been adopted by ten other states, and ask for assistance in directing the EPA to grant California's waiver without further delay. (Gov. Arnold Schwarzenegger, "Letter From Gov. Schwarzenegger To President Bush Regarding Greenhouse Gas Emissions Waiver," [Press Release](#), 4/10/06)

- **October 24, 2006**

Nearly one year after California's initial request, the Governor wrote again urging the President to take action on California's waiver request, writing "I urge you to take this action so that California can continue to be a global leader in the regulation of vehicle emissions and help stimulate American economic growth with the development of new industries and technologies in this area." (Arnold Schwarzenegger, Governor Of California, Letter To President George W. Bush, [10/24/06](#))

April 2, 2007 – *The U.S. Supreme Court Granted U.S. EPA Authority To Regulate Greenhouse Gases.*

Governor Schwarzenegger said, "I am very encouraged by the U.S. Supreme Court's decision today ... we expect the U.S. EPA to move quickly now in granting our request for a waiver." (Gov. Arnold Schwarzenegger, "Gov. Schwarzenegger issues statement on U.S. Supreme Court Decision On Regulation Of Greenhouse Gases," [Press Release](#), 4/2/07)

April 11, 2007 – *The EPA's Failure To Act On California's Waiver Request Prompted The Governor To Travel To Washington D.C. To Meet Face-To-Face With EPA Administrator Stephen Johnson.*

The Governor met with U.S. Environmental Protection Agency Administrator Stephen Johnson in Washington D.C. to push California's request for a federal waiver to restrict auto emissions. Included in the meeting were former Assemblymember Fran Pavley and Linda Adams, California's Secretary for Environmental Protection. (Gov. Arnold Schwarzenegger, "Gov. Schwarzenegger Lobbies For California's Federal Waiver To Set Strict Vehicle Emissions Standards," [Press Release](#), 4/11/07)

April 25, 2007 – *Governor Schwarzenegger Notified U.S. EPA Of California's Intent To Sue If The Agency Continued To Ignore California's Waiver Request.*

More than sixteen months after California first requested a federal waiver to limit vehicle tailpipe emissions to curb greenhouse gas emissions Governor Schwarzenegger sent a letter to EPA Administrator Stephen Johnson requesting that EPA issue its decision on California's request within 180 days in order to avoid legal action by California Air Resources Board (CARB). (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Warns U.S. EPA Of California's Intent To Sue If Federal Government Fails To Act On Waiver To Reduce Emissions," [Press Release](#), 4/25/07)

- **November 8, 2007**

Governor Schwarzenegger announced that California, and fourteen other states had filed suit against U.S. EPA for its failure to act on California's request for a waiver to regulate greenhouse gas emissions. (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Announces Lawsuit against U.S. EPA," [Press Release](#), 11/8/07)

December 19, 2007 – After Nearly Two Years Of Delay, U.S. EPA Denied California's Waiver Request

The Governor was disappointed by the decision and promised that "we will continue to fight this battle. California sued to compel the agency to act on our waiver, and now we will sue to overturn today's decision and allow Californians to protect our environment." (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Issues Statement after U.S. EPA Rejects California's Tailpipe Emissions Waiver Request," [Press Release](#), 12/19/07)

- **December 20, 2007**

Governor Schwarzenegger announced his intention to file a lawsuit in the District of Columbia Court of Appeals to challenge the U.S. EPA denial of California's waiver request. (Gov. Arnold Schwarzenegger, "Gov. Schwarzenegger Announces Intent To Appeal Denial Of California's Tailpipe Emissions Waiver Request," [Press Release](#), 12/20/07)

- **January 2, 2008**

California filed suit in the Ninth Circuit Court of Appeals. (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Announces EPA Suit Filed to Reverse Waiver Denial," [Press Release](#), 1/2/08)

January 23, 2008 – Continuing Their Drive To Reduce Emissions, Governor Schwarzenegger And Thirteen Other Governors Sent A Letter To U.S. EPA Administrator Stephen Johnson Regarding California's Waiver Denial.

The fourteen governor's wrote: "Your decision to deny California its waiver ignores federal law and the reality of climate change ... we find your reasons for denying California's request for a waiver of federal preemption unsound ... we stand by our commitment to bring cleaner cars to our states." (Gov. Arnold Schwarzenegger, "Text Of Letter From Gov. Schwarzenegger and 13 other governors regarding U.S. EPA's Denial Of California's Tailpipe Emissions Waiver Request," [Press Release](#), 1/23/08)

April 2, 2008 – Governor Schwarzenegger Issued A Statement On The U.S. EPA's Continued Failure To Grant California's Its Tailpipe Emissions Waiver

The Governor said: "It has been a full year since the Supreme Court declared that greenhouse gases are pollutants which should be regulated by the federal government, but the U.S. EPA has refused to grant California's waiver that would allow us and 19 other states to improve our quality of life by setting tougher vehicle emissions levels." (Gov. Arnold Schwarzenegger, "Gov. Schwarzenegger Issues Statement on Continued U.S. EPA Inaction on Greenhouse Gases Despite Supreme Court Ruling," [Press Release](#), 4/2/08)

March 8, 2008 – Governor Schwarzenegger Met With U.S. Automakers To Discuss Clearer Cars And California's Continued Push To Regulate Greenhouse Gas Emissions From Vehicles.

The Governor said, "California may be doing more to save the U.S. auto industry than anyone else because we are pushing them to change ... California will not back down in the fight to protect our own environment ... We will continue to press the U.S. Environmental Protection Agency to grant our request for a waiver, and we will use legal remedies if they fail to do so." (Gov. Arnold Schwarzenegger, "Gov. Schwarzenegger Issues Statement Following Meeting with Automakers," [Press Release](#), 5/8/08)

July 11, 2008 – U.S. EPA Announced That It Would Not Pursue New Steps To Regulate GHG Emissions Before The Close Of The Bush Administration.

Governor Schwarzenegger said, "Whoever is elected to be the next occupant of the White House will be a leader on the environment, and California will continue working to protect our environment and grow our economy at the same time." (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Issues Statement On U.S. EPA Emissions Regulations Announcement," [Press Release](#), 7/11/08)

January 21, 2009 – Governor Schwarzenegger Requested That President Obama Review What He Called A "Fundamentally Flawed" Decision Made By U.S. EPA In Denying California's Waiver Request.

In Conjunction with a letter sent by CARB Administrator Linda Adams, Governor Schwarzenegger sent a letter to President Obama requesting that he direct the U.S. EPA to act promptly and favorably on California's reconsideration request, saying that California and thirteen other states are prepared to both reduce emissions and America's dependence on imported oil. (Gov. Arnold Schwarzenegger, "Governor Schwarzenegger Sends Letter to President Obama Urging Reconsideration of California's Waiver Request for Cleaner Cars," [Press Release](#), 1/21/09)

January 26, 2009 – President Obama Directed Federal Regulators To Review California's And 13 Other States Request To Set Automobile Emissions And Fuel Efficiency Standards.

Governor Schwarzenegger said, "With this announcement from President Obama less than a week into his administration, it is clear that California and the environment now have a strong ally in the White House ... My administration has been fighting for this waiver since 2005 and we will not give up until it is granted." (Gov. Arnold Schwarzenegger, "Gov. Schwarzenegger Applauds President Obama's Commitment To Move Swiftly To Allow California To Reduce Emissions From Cars," [Press Release](#), 1/26/09)

May 19, 2009 – President Obama Announced A National Automobile Emissions Standard Based On California's. The Obama administration announced an agreement between the federal government, automakers, and the 14 states led by California in their fight to regulate greenhouse gas emissions from vehicles. The agreement will lead to a new national standard that by 2016 will match California's in reducing the CO2 emissions from new vehicles by 30 percent. (Gov. Arnold Schwarzenegger, "President Obama Adopts California's National-Leading Standard," [Fact Sheet](#), 5/19/09)